

















## INSURANCES

**THE WESTERN ASSURANCE COMPANY OF TORONTO, CANADA.**  
INCORPORATED 1851.  
CAPITAL.....\$410,000.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

Wm MEYERINK & CO.,  
Agents.  
Hongkong, 18th May, 1900. [185]

**SALAMANDER FIRE INSURANCE COMPANY.**  
THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

HONGKONG, 2nd April, 1900. [33]

**TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG.**  
THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSEN & CO.,  
Agents.  
Hongkong, 16th November, 1897. [29]

**NORTH BRITISH AND MERCANTILE FIRE INSURANCE COMPANY.**  
TOTAL FUNDS AT 31st DECEMBER, 1900, £14,732,051.

I. AUTHORIZED CAPITAL.....\$3,000,000 0 0  
SUBSIDISED CAPITAL.....2,750,000 0 0  
PAID-UP CAPITAL.....687,500 0 0  
II. FIRE FUNDS.....2,853,716 14 4

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO.,  
Agents.  
Hongkong, 3rd July, 1901. [164]

**AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LE-CHAPPEL.**

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN & CO.,  
Agents.  
Hongkong, 21st April, 1897. [154]

**PHENIX FIRE OFFICE.**  
THE Undersigned are now prepared to GRANT POLICIES OF INSURANCE against FIRE at Current Rates.

DOUGLAS LAFLAIE & CO.,  
Agents for the Phoenix Fire Office.  
Hongkong, 17th August, 1897. [132]

**"L'URBAINE"**  
FIRE INSURANCE COMPANY, Ltd.  
(Established 1838).

THE Undersigned, having been appointed GENERAL AGENTS for the above Company, are prepared to ACCEPT RISKS at current rates.

P. LEMAIRE & CO.,  
Hongkong, 7th February, 1901. [439]

**NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.**

THE Undersigned AGENTS of the above Company are prepared to ACCEPT First Class Foreign and Chinese Risks at Current Rates.

SIEMSEN & CO.,  
Hongkong, 29th May, 1895. [31]

**SUN INSURANCE OFFICE, LONDON.**  
FOUNDED 1710.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSEN & CO.,  
Agents.  
Hongkong, 16th May, 1895. [30]

**PIANOFORTE TUNING AND REPAIRING.**

MR. E. A. BROWN is prepared to undertake the above at reasonable rates. All Repairs done personally.

TUNING.....\$3.50.  
Address—  
Care of DRAGON CYCLE STORE,  
D'Aguiar Street.  
Hongkong, 4th September, 1901. [2250]

**TSANG FOO & CO. SAM WING HING.**

COAL MERCHANTS.  
No. 48, DES VUEX ROAD CENTRAL.  
Telephone No. 325.  
Hongkong, 23rd September, 1901. [2411]

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Hongkong, 17th October, 1901. [2664]

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Wm. BARLANE  
Manager.  
Hongkong, 17th February, 1899. [165]

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DESIGNS AND PRICES ON APPLICATION  
At No. 1, Queen's Road East, Hongkong.  
Hongkong, 17th October, 1899. [1646]

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## SPORT AND ANECDOTE.

By An Old Poet.

## CONCERNING RECORDS.

Of the making of records there is no end. It is almost impossible to open any well regulated newspaper for home consumption without discovering some celebrity has eclipsed all his rivals, or that some person whom we have never heard of before has accomplished some stupid thing that probably no one else has ever attempted. Thus one day we stand against to read that Charles Fry has compiled six successive hundreds in first-class cricket and thirteen in all during the season of 1901, while almost in the same issue we are carefully told that a certain amphibious creature named Finney—not the renowned Finny—has dived from the top of one of the towers of the Albert Suspension Bridge at Battersea into the Thames, a distance of 100ft. Again we read that Flanagan has beaten all performances by hurling a hammer 16lbs. in weight 171ft. Thus, and yet again that an American-bred mare without a driver, that is to say running round a track by itself without a guiding or controlling hand, actually trotted 10 miles in 25min. 53/2-5secs. A little while ago we were gravely informed that a well-known lady swimmer intended to try and negotiate the Niagara falls and rapids in a barrel. She has since taken warning by the fate of another adventurous soul; and yet some little time further back we were regaled with an account of how an eccentric Hungarian footballer who first imported the Association code into Prague had dribbled a ball all the way from that beautiful city to Paris. He dribbled as much as 65 miles a day in order to acquire proficiency in the art and command over the ball! When one reads such things as these that after month, day, after day, it seems to me that there are records and records—some useful and others not worth a jot.

## THE VALUE OF RECORDS.

Such feats as those of the diver and the dribbler stand by themselves beyond compare; but they are really of no value to anyone save the person who gains a little notoriety. Some of the records—indeed so-called records—are of little stability; for they are only established to day to be beaten to-morrow. No man as a body has been guilty of so much of this kind of thing as cyclists. Not so much this year, or last indeed, but for some time prior to that cyclists made a regular business of "record breaking"—until at times one really hardly knew what the best times for certain distances were. Some swimmers, too, have advertised themselves freely by setting up splendid figures apparently; but when one comes to examine into the matter we find that the bath is 20 yards long, whereas for all distances up to and inclusive of 500 yards the bath must be not less than 25 yards in length, while above 500 yards the records to be accepted by the authorities must be made in open water not less than 110 yards in length. These are important technicalities which the average man overlooks when he sees that So-and-so has swum 100 yards in 61 seconds or less. Very much more discrimination is required in assessing the real merit attached to these performances so blatantly announced to the public day by day. It is well to divide records into two classes—those which are made without the artificial aid of the manufacturers of sporting requisites, and those which are in a large measure due to extraneous circumstances. For instance, when I look at my book of records, and I see that Jarvis the other day won the 500 yards' championship in 6 minutes 35 seconds—well, I simply marvel. In 1878 this race was carried off by J. P. Taylor in 5mins. 7secs. In 1882 E. C. Daniels brought the figures down to 7mins. 4secs., while four years later the renowned Joey Nuttall accomplished it in 7mins. 19secs., and was deemed one of the wonders of the world. In 1891 W. Evans reduced the time to 7mins. 14secs., while Jack Tyers was the first of all to beat 7mins., his best being 6mins. 4secs. in 1894. This remained the amateur record until October, 1899, when Jarvis credited himself with 6mins. 42/3-secs. at Sunderland, but to 6 mins. 38secs. in September, 1897, when he beat Ernest Cavill, of Australia, in a money match during the Leger week at Doncaster. Quiet recently in the same bath Nuttall accomplished 6mins. 35/3-secs., but Jarvis, the amateur champion, as I have said, did 6mins. 35secs., the boy Billington pushing him along a little. Now this is worthy to rank with the same man's 25mins. 13/2-secs. for one mile at Leicester in August, 1899. I consider this 500 yards' record of Jarvis a startling achievement. The Leicester man is entitled to all the honour and kudos he can get, because this is the result of genuine honest work. The inventive mind of man has not produced any mechanical contrivance to assist a swimmer, or make his work any easier. This is the reward of genuine development of the art of natation by a man who has sacrificed himself to physical fitness and to swimming. When Jarvis is ploughing through the water beat on establishing a record he maintains a wonderfully uniform stroke and pace. His regularity conduces to beating the clock, and when one sees his arm come out of the water time after time it looks like a great leg of mutton being whirled round with mechanical precision. This is the class of record we ought all to admire, for the cyclist, let us say, owes very much to the track and machine-builders, the crack shot to the gunmaker, and the billiard-player to the table and no manufacturers. It is as easy now for a professional billiard-player to make 100 off the balls as it was for the veterans of sixty or seventy years ago, to rattle up 10. Just in the same way you hear folks declare that there never was the equal of Ranji, and that Fry's recent batting surpasses everything ever accomplished in the history of cricket. Now I wonder if these good folk in their

honest enthusiasm ever stop to think of the days when Grace was in his very prime. Talk about Fry. Please don't overlook that the great "W. G." hit up 344 for M.C.C. v. Kent, 177 for Gloucestershire v. Notts, and 318 (not out) for Gloucestershire v. Yorkshire in successive matches between August 10th and August 19th in 1876. Has any man ever equalled this feat? Nor must we overlook that between May 15th and August 23, 1871 the Leithian made ten hundreds. Now in 1871 and 1876 the groundman had not entered into a conspiracy with the batsman to break the heart of the bowlers. Moreover, in 1871, there were such artists with the ball as Freeman, Willsher, Emmett, Farrands, Alfred Shaw, Jimmy Southerton, Mr. Appleby, Mr. Buchanan, and Jimmy Shaw, while in 1876 these were reinforced by William McIntyre, Fred Morley, and Allan Hill. Now, I say it humbly, with all due respect to Charles Fry and to the present-day bowlers, that I should give the palm to the champion and to the attacking brigade of that day. This is a little of what I mean when I say that we need a little more discrimination in our praise of records.

## SOME FEATS TO BEAT.

If some of our latter-day celebrities are so exceedingly keen to show their superiority to all their predecessors and to establish some records worth while troubling about, now a good many young men, both professionals and amateurs, imagine they can run. W. Johnson, who used to train Sheffield Wednesday football team, ran 100 yards in 12secs. in February, 1867, while Harry Hutchens, the "old champion" as he signs himself, ran 131/3 yards in a yard worse than 12secs. in a Sheffield Handicap during February, 1882. Now each of these performances is about eight yards faster than even time—10 yards a second. I want to see these wondrous feats equalled—never mind being beaten. Again on January 2, 1884, Hutchens covered 200 yards in 30 secs. at Powderhall Grounds, Edinburgh, but only one man, Barney Welford, the Worcester wonder of America, has ever got within six yards of this time. One of the finest efforts ever made by any man was that of W. G. George in his one mile match with Billy Cummings, at Lillie Bridge Ground, London, in August, 1886, when he covered the distance in 4mins. 12secs. George Tindler got down to 4mins. 15 1-5secs. on the faster tracks and in the finer air of America, but no one in England has ever got anywhere near George. But I will turn further back than this and ask where is the man who can surpass the 5mins. 11secs. for two miles, by Bill Lang, at Manchester, in 1863, and the five miles of Jack White, the "Gateshead Clipper," made in the same year at Hackney Wick, in 24mins. 40secs? Some people imagine that they are great walkers. Well, let them surpass one mile in 6mins. 25secs., as accomplished by W. Perkins at Lillie Bridge, on June 1, 1874. It is not my intention to decry the present at the expense of the past, but my desire is to point out that with all this record-breaking there are feats which have remained intact for many long years. If some of the athletes of to-day imagine themselves to be so intensely clever, let them tackle any of the records I have mentioned, and if they do, better none will award them more honest and more lavish praise than the "Old Poet."

## STRANGE MISCELLANEOUS RECORDS.

I was looking over some strange records the other day, and was much struck by the fact that Thomas Burrows swung a pair of Indian clubs, 2lbs. each, for 30 hours without cessation, not less than one revolution a minute, at the National Sporting Club, London, in 1897, while a month or two later Jack Griffiths swung a pair of 5lb. Sox, 36 hours without rest at Newcastle, New South Wales. But of what use was it when such a performance was accomplished? It had not even the utility of swimming the English Channel, and that is doubtful save as a test of bravery and endurance. This is not half so practical as opening 100 oysters in 5mins. 3secs. by one William Lowmyer at Philadelphia in 1894, or of stamping 500 envelopes in 5mins. 57secs., and 1,000 in 5mins. 5secs., with an ordinary post office stamp by Daniel Cleary at Medina, New York, in 1898. Again W. London, an American farrier, took sixteen old shoes off four horses and reshod them in 33 minutes, some ten years ago; while a Yankee bricklayer, in 1887, laid 162 bricks in 2mins. 30secs., using trowel and putting in cross joints. Now I could give many other instances of curious battles against time, but these I think illustrate the mania for making records, and show generally what men will do for the sake of a little notoriety. Some of these achievements at any rate are much more sensible than dribbling a football from Prague to Paris or diving off Battersea Bridge. But whenever we see a record so-called in a newspaper let us not be carried away by the paragraph without examination. Let us remember the great deeds which men have done in the old time, and recall both the purely sporting and the ultra-utilitarian deeds which others have done, for I am convinced that the men of to-day are certainly no smarter than they were thirty or forty years ago in most branches of sport.

## A CRICKET CURIOSITY.

Quite a record in another way has been established by a cricket professional named Sidney Barnes, who until a few days ago was in the employment of Burnley, one of the Lancashire League clubs. A Warwickshire man by birth, he was tried for his county in five matches in 1894 and 1895, but he did not give the executive much satisfaction, and he came out as a professional to Rington, which is a village near Blackburn. Having helped that club to win the championship of the Lancashire League, he joined Burnley, with the result that this organization also carried off premier honours. For Burnley in 1900 he secured 111 wickets at a cost of 9.25 runs each, and averaged 25.34 with the bat in 28 completed innings, while in the season just closed he has captured 135 wickets for 8.89 runs each, and his batting figures have

remained stationary. Given a trial for the Lancashire second eleven, he played grandly, and was introduced into the first team for the closing county match of last season with Leicestershire. Moreover, he played like a workman, for he took six wickets and knocked up 29 runs. Bowling with any amount of confidence, I should describe him as a fast-medium, who preserves an admirable length, and can break a ball both ways. He has a slow delivery, and with the advantage of height and strength I can assure readers that he is a very awkward customer to face. What has been the result? This comparatively unknown cricketer is now engaged for Lancashire for next season, and is also to accompany Mr. A. C. MacLaren on his Australian tour. For an absolutely unknown man to be taken to Australia is, I should say, unparalleled in the history of cricket, but I should not in the least be surprised to find him very successful. Cuttall came out of the Lancashire League, and I think Barnes is quite as fine a cricketer and much younger. He is a decided capture for Lancashire, and just the kind of bowler they want. Barnes, of Burnley, is quite likely to make as great a reputation as the apocryphal Barnes of New York, and with luck I should say he is just the sort of man to rival the fame of William Barnes of Nottingham, being built somewhat on his lines and a cricketer of his pattern—although, of course, not nearly so clever at present.

## THE UNIVERSITY ATHLETES IN AMERICA.

The cable tells us that the Oxford and Cambridge University athletes met a team from the McGill University of Toronto at Montreal last Saturday, and of the eight contests the Canadians won one, Morrow capturing the quarter-mile in 50/3-5secs. The most surprising result to my mind is the half-mile of the Rev. H. W. Workman, who covered the distance in one minute 54/4-5secs., and beat J. R. Cleave, the Oxonian and English champion. Workman has never run the half mile in our Inter-University matches, although I recall him running very well over this distance in a match against the London Athletic Club. Still, he has never made such time as one minute 54/4-5secs. in England, and the climate of Canada evidently suits him. This is within one-fifth of a second of F. J. K. Cross's time in 1888, while the world's record of 1min. 53/2-5secs. stands to the credit of C. H. Kilpatrick, made against the Englishmen at New York on 21st September, 1895. On the same day Workman also carried off the two miles in 9min. 53/3-5secs. What an improved jumper G. Howard-Smith must be, as he cleared 6ft. 2in., which is within half-an-inch of M. J. Brookes's famous leap of 6ft. 2 1/2in. at Oxford in 1876. Of course, F. G. Cockshott took the mile in 4min. 26secs., A. E. Hind the 100 yards in 10/2-5secs., and G. R. Garner the hurdles in 16/1-5secs.; but these results are only what we expected. The lines across the pond are sure to distinguish themselves.

## LEAGUE FOOTBALL.

It was only last week that I was referring to the fact that accidents in First-League football are comparatively rare, but last Saturday there was another unfortunate accident, for Walter Bennett, of Sheffield United, broke his right arm. I have told you so much about our friend "Cocky" Bennett that I need only say he fell on his arm and smashed it himself in two places. I once remember William Gunn falling on his right wrist, which was doubled up under him. For the rest of the year he was winding up a clockwork arrangement in the endeavour to restore the strength and suppleness of the joint. I recollect that he could not cut a ball during the next cricket season. We must all hope for the speedy recovery of both Toman and Bennett. Notes on Saturday defeated Sheffield Wednesday by 6-1, such a thrashing as they have not given the Wednesday since 1889. Having re-arranged their forwards Newcastle United routed Stoke by 5-1, while Wolverhampton Wanderers whipped Sunderland by 4-2. This was not a pleasant game, but Haywood, of the "Wolves," scored one magnificent goal. Sheffield United reversed last year's form with Bury, whom they beat 3-1, while Bolton Wanderers followed suit and conquered Derby County by 2-1, mainly owing to the cleverness of their right wing—especially Lawrence Bell. Nottingham Forest parted with Dean, the ex-Walsall man at the close of last season to Grimsby, but on Saturday Dean played a great game, and Ronaldson scored the goal which enabled his club to defeat the Forest by 1-0. Such is fate. The other new First Division Club, Small Heath, did better still as they visited Manchester, and thrashed the City on their own ground by 4-1. Manchester have not earned a point yet. In the presence of 30,000 people Everton and Liverpool played a superb game, and drew with the record two all, while Aston Villa and Blackburn Rovers also tied—one each; but this was a comparatively poor exhibition. On Monday the Villa were beaten on their own ground 2-1 by Sheffield United, who are evidently a power to be reckoned with even yet, although they have no new players.

London, 21st September.

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Hongkong, 1st May, 1901. [1145]

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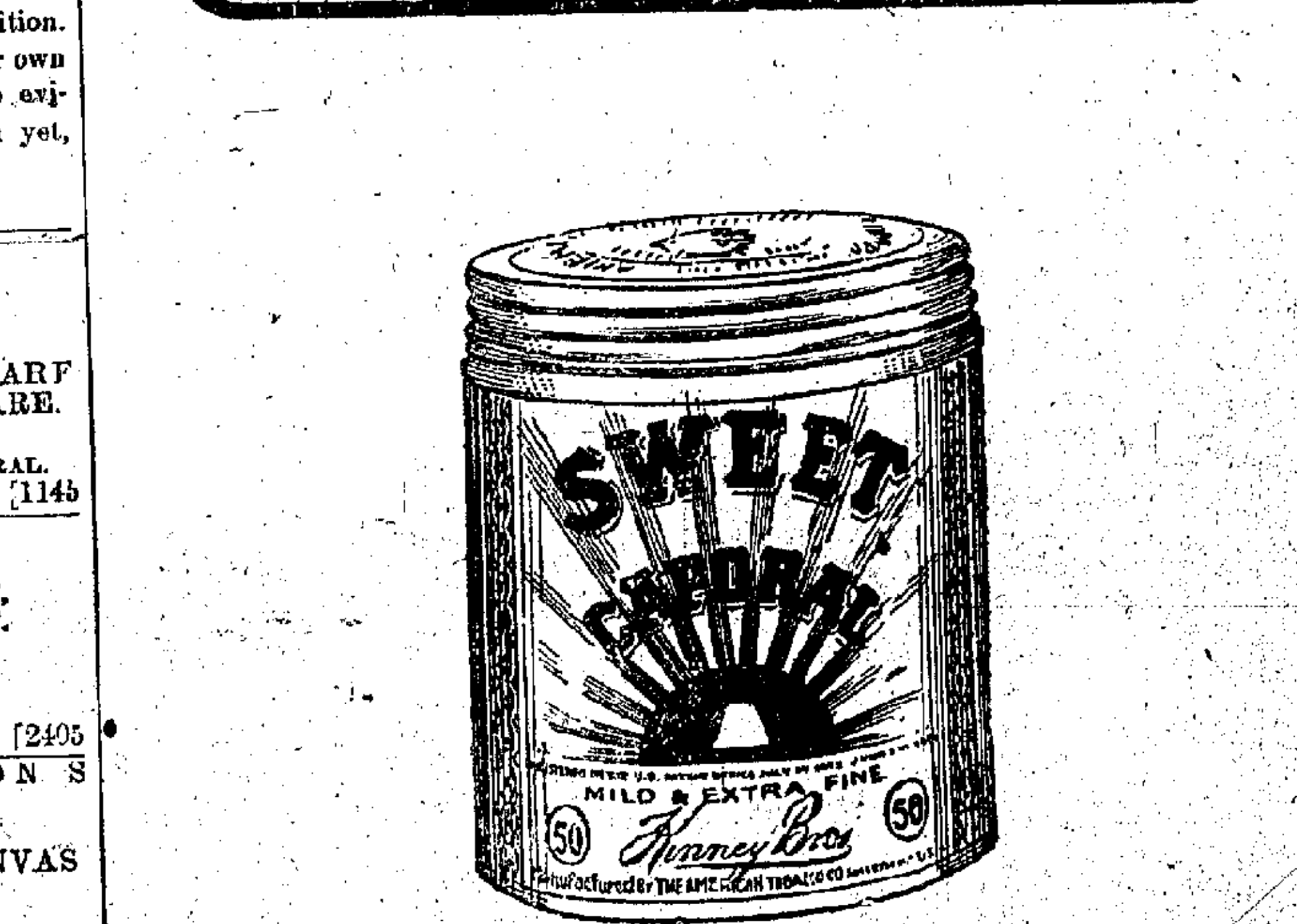
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N. INUZUKA, Manager. [1331]

Hongkong, 1st August, 1901.



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[1735]



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1. From Green Island to the Harbour Master's  
2. From Harbour Master's to Blake Pier.

3. From Blake Pier to Naval Yard.  
4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BIRTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c. via PORTS OF CALL	BENGAL	Brit. str.	2 m.	A. L. Valentini	P. & O. S. N. Co.	On 26th inst. at Noon.
LONDON	CALCHAS	Brit. str.	2 m.	W. Hayward, R.N.R.	BUTTERFIELD & SWIRE	On 29th inst.
LONDON	CEYLON	Brit. str.	2 m.	W. Hayward, R.N.R.	BUTTERFIELD & SWIRE	On 2nd November, at Noon.
LONDON	NESTOR	Brit. str.	2 m.	W. Hayward, R.N.R.	BUTTERFIELD & SWIRE	On 12th November.
LONDON	MACHAON	Brit. str.	2 m.	W. Hayward, R.N.R.	BUTTERFIELD & SWIRE	On 26th November.
LONDON	ACHILLES	Brit. str.	2 m.	W. Hayward, R.N.R.	BUTTERFIELD & SWIRE	On 10th December.
LONDON & ANTWERP via MARSEILLES, &c.	AWA MARU	Brit. str.	2 m.	R. Trent	NIPPON YUSEN KAISHA	On 1st Nov. at Daylight.
LIVERPOOL DIRECT	DARDANUS	Brit. str.	2 m.	R. Trent	BUTTERFIELD & SWIRE	On 15th November.
MARSEILLES, &c. via PORTS OF CALL	IONIA	Frech. str.	2 m.	Aubert	MESSAGERIES MARITIMES	On 10th December.
PREMEN, via PORTS OF CALL	SALAZAR	Ger. str.	2 m.	W. Franko	MELCHERS & CO.	On 4th Nov. at 1 P.M.
HAVRE & HAMBURG	SACHSEN	Ger. str.	2 m.	Zurbosen	HAMBURG-AMERIKA LINIE	On 8th inst. at Noon.
HAVRE, BREMEN & HAMBURG	SEGGOVIA	Ger. str.	2 m.	Foerck	HAMBURG-AMERIKA LINIE	On 2nd November.
HAVRE & HAMBURG	MALBURG	Ger. str.	2 m.	Zacharias	HAMBURG-AMERIKA LINIE	On 16th November.
HAVRE & HAMBURG	SUEVIA	Ger. str.	2 m.	Borch	HAMBURG-AMERIKA LINIE	On 30th November.
HAVRE & HAMBURG	NUERNBERG	Ger. str.	2 m.	Brehmer	HAMBURG-AMERIKA LINIE	On 14th December.
HAVRE & HAMBURG	SERBIA	Ger. str.	2 m.	Brehmer	HAMBURG-AMERIKA LINIE	On 28th December.
NEW YORK via PORTS & SUEZ CANAL	SATSUMA	Brit. str.	2 m.	Brehmer	HAMBURG-AMERIKA LINIE	On 11th January, 1902.
NEW YORK	MANUEL LLANUZO	Amr. ship	1 m.	Shewan, Tomes & Co.	DODWELL & CO. LIMITED	On 25th inst.
NEW YORK	CLAYDALE	Brit. str.	1 m.	Shewan, Tomes & Co.	DODWELL & CO. LIMITED	On 12th November.
NEW YORK via SUEZ CANAL	ADARA	Brit. str.	1 m.	O. P. Marshall, R.N.R.	CANADIAN PACIFIC R. CO.	On 5th November.
VANCOUVER via SHANGHAI, &c.	ADARA	Brit. str.	1 m.	E. Beetham, R.N.R.	CANADIAN PACIFIC R. CO.	On 20th Nov. at Noon.
VANCOUVER via SHANGHAI, &c.	TARTAR	Brit. str.	2 m.	W. Franko	DODWELL & CO. LIMITED	On 1st November.
VICTORIA, B.C., & TACOMA via SHANGHAI, &c.	GLENOGLE	Brit. str.	4 m.	J. Barber	O. & O. S. N. Co.	Quick despatch.
SAN FRANCISCO via SHANGHAI, &c.	OOPACK	Brit. str.	2 m.	J. Barber	O. & O. S. N. Co.	On 29th inst. at Noon.
SAN FRANCISCO via SHANGHAI, &c.	DORIC	Amr. str.	2 m.	J. Barber	O. & O. S. N. Co.	On 20th November.
SAN DIEGO, &c. via SHANGHAI, &c.	NIPPON MARU	Jap. str.	2 m.	Helm	BUTTERFIELD & SWIRE	On 30th inst.
AUSTRALIAN PORTS	STRATHMORE	Brit. str.	2 m.	A. E. Moss	GIBB, LIVINGSTON & CO.	To-day, at 4 P.M.
AUSTRALIAN PORTS	YAWATA MARU	Brit. str.	2 m.	A. E. Moss	NIPPON YUSEN KAISHA	To-morrow, at 4 P.M.
YOKOHAMA via SHANGHAI & KOBE	CHANGSHA	Brit. str.	2 m.	D. C. Gregor, R.N.R.	P. & O. S. N. Co.	On 10th November.
KOBE & YOKOHAMA	HITACHI MARU	Jap. str.	2 m.	C. H. Butler	NIPPON YUSEN KAISHA	To-morrow, at Daylight.
NAGASAKI	TOSA MARU	Jap. str.	2 m.	S. J. G. Parsons	NIPPON YUSEN KAISHA	To-day, at 4 P.M.
TIENTSIN	KWEIYANG	Brit. str.	2 m.	S. J. G. Parsons	NIPPON YUSEN KAISHA	On 9th November.
SHANGHAI & CHINKIANG	KALGAN	Brit. str.	2 m.	Kowloon	SHAW, TOMES & CO.	To-day, at 3 P.M.
SHANGHAI & NAGASAKI	PENBROKESHIRE	Brit. str.	2 m.	R. T. Cook, R.N.R.	P. & O. S. N. Co.	On or about 26th inst.
SHANGHAI	PARAKATTA	Brit. str.	2 m.	R. T. Cook, R.N.R.	BUTTERFIELD & SWIRE	On 28th inst.
SHANGHAI	WOSUNG	Brit. str.	2 m.	G. W. Cockman, R.N.R.	P. & O. S. N. Co.	On or about 30th inst.
ANPING via SWATOW & AMOY	MAZAGON	Jap. str.	1 m.	K. Suzuki	MITSUI BUSSEN KAISHA	On 30th inst.
POOHOOW via SWATOW & AMOY	ANPING MARU	Jap. str.	1 m.	S. Atsumi	MITSUI BUSSEN KAISHA	On 6th Nov. at Daylight.
TAMSAI via SWATOW & AMOY	DAIJIN MARU	Jap. str.	1 m.	T. Ogata	MITSUI BUSSEN KAISHA	On 27th inst.
SWATOW & AMOY	THALES	Brit. str.	2 m.	Robson	DOUGLAS LAFRANK & CO.	To-morrow, at Daylight.
MANILA DIRECT	PERLA	Brit. str.	1 m.	J. E. McArthur	SHAW, TOMES & CO.	To-morrow, at 4 P.M.
MANILA	YAWATA MARU	Jap. str.	2 m.	A. E. Moss	NIPPON YUSEN KAISHA	On 10th November.
ROMBAY via SINGAPORE & COLOMBO	CHANGSHA	Brit. str.	2 m.	K. Kori	NIPPON YUSEN KAISHA	To-morrow, at 4 P.M.
SINGAPORE, PENANG & CALCUTTA	KAGOSHIMA MARU	Jap. str.	2 m.	Tadd	JARDINE, MATHESON & CO.	On 26th inst. at 2 P.M.

## SHIPPING.

**ARRIVALS.**  
Oct. 22, HONGKONG, British str. 2,555, W. Dawson, Penang and Singapore 16th October, General.—CHINESE.  
Oct. 23, ANPING MARU, Japanese str. 1,053, S. Atsumi, Foochow 20th Oct. General.—M. B. KAISHA.  
Oct. 23, HITACHI MARU, Jap. str. 3,820, C. H. Butler, London 13th Sept. General.—NIPPON YUSEN KAISHA.  
Oct. 23, LITH, German gunboat, from Chiao.  
Oct. 23, KOUSSCHANG, German str. 1,291, Leuss, Bangkok 15th October, General.—BUTTERFIELD & SWIRE.  
Oct. 23, MICHAEL JENSEN, German str. 710, Jensen, Haiphong 19th October, General.—JENSEN & CO.  
Oct. 23, PAX, Belgian str. 1,207, R. Damster, Saigon 18th Oct. General.—MELCHERS & CO.  
Oct. 23, PROGRESS, German str. 687, Meyer, Chefoo 17th October, Beans.—SIEMSEN & CO.  
Oct. 23, UTA, British transport, 3,450, R. W. Gimblett, Calcutta 10th October.

## CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.  
23rd October.  
Devonshire, British str. for Kolschbang.  
Dennaway, German str. for Bangkok.  
Else, German str. for Chefoo.  
Hanoi, French str. for Hoihow.  
Independent, German str. for Chefoo.  
Loyal, German str. for Tientsin.  
Lyseoon, German str. for Shanghai.  
Marquis Boqueron, Aust. str. for Yokohama.  
Onang, British str. for Singapore.  
Sungliang, British str. for Manila.

## DEPARTURES.

DEVONSHIRE, British str. for Samarang.  
EMPEROR OF CHINA, British str. for Vancouver.  
ELSE, German str. for Chefoo.  
GLENFALLOCH, British str. for Amoy.  
KENTMERE, British str. for Amoy.  
LYSEON, German str. for Shanghai.  
LUNA, British str. for Hoihow.  
MARQUIS BOQUERON, Aust. str. for Yokohama.  
ONANG, British str. for Singapore.  
SUNGLIANG, British str. for Manila.  
WINDLAND, Danish str. for Amoy.  
WOOSUNG, British str. for Canton.

## VESSELS IN DOCK.

ABERDEEN DOCK.—Pearl.  
KOWLOON DOCK.—Canton River, Elcano, Cebu, H.M.S. Argonaut, Tinnan, Emerulda.  
COSMOPOLITAN DOCK.—Doric.

## SHIPPING REPORTS.

The German steamer Kolschbang, from Bangkok 15th inst., had strong N.E. monsoon from Padaran.  
The Japanese steamer Anping Maru, from Foochow 20th inst., had fine weather, light breeze and slight sea.  
The British steamer Hoihow, from Penang 10th inst. and Singapore 16th, had moderate N.E. winds till the latitude of Paracels; then strong monsoons and high sea to port.

## VESSELS ON THE BERTH

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.  
(Calling at Timor, Port Darwin and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"AUSTRALIAN"  
Captain Helms will be despatched for the above ports TO-DAY, the 24th inst., at 4 P.M. This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.  
A Stewardess and a duly qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company and vice versa.

For Freight or Passage, apply to  
GIBB, LIVINGSTON & CO., Agents.  
Hongkong, 4th October, 1901. [2546]

## VESSELS ON THE BERTH

"SHIRE" LINE.

FOR SHANGHAI AND NAGASAKI.  
THE Steamship

"PEMBROKESHIRE"  
Captain Kennedy will be despatched for the above ports TO-DAY, the 24th inst., at 3 P.M. For Freight or Passage, apply to  
SHEWAN, TOMES & CO., Agents.  
Hongkong, 21st October, 1901. [2686]

NIPPON YUSEN KAISHA.

FOR MANILA.

THE Company's Steamship

"YAWATA MARU"

3,873 tons gross, Captain A. E. Moss, will be despatched for the above port TO-MORROW, the 25th inst., at 4 P.M.

This new Mail Steamer is specially constructed for service in the Tropics, and is provided with superior accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator. Doctor and Stewardess carried.

For Freight and Passage, apply to  
A. S. MIHARA, Manager.  
Hongkong, 17th October, 1901. [2683]

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA DIRECT.

THE Company's Steamship

"PERLA"

Captain J. E. McArthur, will be despatched as above TO-MORROW, the 25th inst., at 5 P.M. The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light and is supplied with a Refrigerating Chamber.

A Doctor is carried.

For Freight or Passage, apply to  
SHEWAN, TOMES & CO., General Managers.  
Hongkong, 22nd October, 1901. [2683]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS.

PLYMOUTH & LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship

"BENGAL"

Captain A. L. Valentini, carrying His Majesty's Mails, will be despatched from this for Bombay, on SATURDAY, the 26th October, at Noon, taking passengers and cargo for the above ports.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be shipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to  
H. A. RITCHIE, Superintendent.  
Hongkong, 14th October, 1901. [1]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW AND AMOY.

THE Company's Steamship

"DAIJIN MARU"

Captain T. Ogata, will be despatched for the above ports on SUNDAY, the 27th inst.

For Freight or Passage, apply to  
THE MITSUI BUSSEN KAISHA, Agents.  
Hongkong, 21st October, 1901. [17]

## CANADIAN PACIFIC RAILWAY CO.'S

## ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

Empress' Twin Screw Steamships—4,000 Tons—10,000 Horse-Power—Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

"TARTAR," 4,425 Tons, Comdr. E. Beetham, R.N.R., WEDNESDAY, 6th Nov. 1901

"EMPEROR OF INDIA," Comdr. O. P. Marshall, R.N.R., WEDNESDAY, 20th Nov. 1901

"ATHENIAN," 3,882 Tons, Capt. H. Mervat, WEDNESDAY, 4th Dec. 1901

"EMPEROR OF JAPAN," Comdr. H. Pybus, R.N.R., WEDNESDAY, 18th Dec. 1901

"EMPEROR OF CHINA," Comdr. R. Archibald, R.N.R., WEDNESDAY, 15th Jan. 1902

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VAN COUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PACIFIC OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Navy, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PACIFIC STEAMSHIP TRAINS (the Company having received the highest award for same at recent Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CABS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

SPECIAL EXTRA SERVICE.

The Company's Steamships "TARTAR" and "ATHENIAN" have now been placed on the Line between CHINA and JAPAN PORTS and VAN COUVER, as additional sailings, taking Cargo and Passengers for all points in CANADA and the UNITED STATES.

In addition to the excellent First Saloon Passenger accommodation, the "ATHENIAN" takes 2nd Cabin Passengers with accommodation unequalled on the Pacific, also Steerage.

The "TARTAR" takes First Class and Steerage Passengers only. The run is usually made between YOKOHAMA and VAN COUVER in 14 Days.

For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to  
D. E. BROWN, General Agent, Pelder's Street. [110]

Hongkong, 1st October, 1901.

## NORTHERN PACIFIC

## STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA

IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY COMPANY.

Steamer. Tons. Captain. Proposed Sailing

GLENOGLE 3,750 W. Frakes November 1st

CLAYDALE 3,235 J. Barker November 14th

BRAEMAR 3,601 W. Watt November 26th

WYFIELD 3,235 G. Cartmear December 10th

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON, £52.

Excellent accommodation. First-class Table. Doctor and STEWARDESSE carried.

Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK, £48.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma; Dining Car is attached to trans-continental trains day and night; Tacoma to New York in 43 days. Magnificent scenery of the Rocky and Cascade Mountains. The YELLOWSTONE NATIONAL PARK.

HONGKONG TO VICTORIA AND TACOMA, £22.

The best route to the Klamath Lake and St. Michael.

Tables of Passage to other Points on application.

A Special Rate allowed to members of Government Service.

For further information as to Passage or Freight, apply to  
DODWELL & CO. LIMITED, General Agents.  
Hongkong, 2nd October, 1901. [11]

## HAMBURG-AMERIKA LINIE.

## NORDDEUTSCHER LLOYD.

## OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRISTE, GENOA, PORTS in the LEVANTE, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.)

## PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

DAMBERG ..... HAVRE & HAMBURG ..... On 2nd Nov. Freight.

SEGGOVIA ..... HAVRE, BREMEN & HAMBURG ..... On 16th Nov. Freight.

MARBURG ..... HAVRE & HAMBURG ..... On 30th Nov. Freight.

SUEVIA ..... HAVRE & HAMBURG ..... On 14th Dec. Freight.

NUERNBERG ..... HAVRE & HAMBURG ..... On 28th Dec. Freight.

SERBIA ..... HAVRE & HAMBURG ..... On 11th Jan. Freight.

For Further Particulars, apply to

## HAMBURG-AMERIKA LINIE.

## HONGKONG OFFICE.

QUEEN'S BUILDINGS, No. 1.

Hongkong, 7th October, 1901.

## NIPPON YUSEN KAISHA

## (THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

TOSA MARU ..... NAGASAKI ..... THURSDAY, 24th October, at 4 P.M.

HITACHI MARU ..... KOBE and YOKOHAMA ..... FRIDAY, 25th October, at DAYLIGHT.

KAGOSHIMA MARU ..... BOMBAY via SINGAPORE and COLOMBO ..... FRIDAY, 25th October, at 4 P.M.

YAWATA MARU ..... SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE ..... FRIDAY, 25th October, at 4 P.M.

AWA MARU ..... LONDON and ANTWERP via MARSEILLES, SINGAPORE, PENANG, COLOMBO & PORT SAID ..... FRIDAY, 1st November, at DAYLIGHT.

For Further Particulars, apply to

## A. S. MIHARA, Manager.

Hongkong, 23rd October, 1901.

## IMPERIAL GERMAN MAIL

## LINE.

## NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEEN, SUEZ, PORT SAID, NAPLES, GENOA



## VESSELS ON THE BERTH

## OCEAN STEAMSHIP COMPANY.

FROM	STEAMERS	TO
GLASGOW AND LIVERPOOL	"MACHAON"	On 25th October.
GLASGOW AND LIVERPOOL	"PROMETHEUS"	On 26th October.
GLASGOW AND LIVERPOOL	"ACHILLES"	On 28th November.
GLASGOW AND LIVERPOOL	"GLAUCUS"	On 15th November.
GLASGOW AND LIVERPOOL	"TXION"	On 21st November.

FOR	STEAMERS	TO
LONDON	"CALCHAS"	On 29th October.
LONDON	"NESTOR"	On 14th November.
LONDON	"MAOHAON"	On 28th November.
LONDON	"ACHILLES"	On 10th December.
LIVERPOOL DIRECT	"DARDANUS"	On 15th November.
LIVERPOOL DIRECT	"IXION"	On 15th December.

The S.S. "MACHAON" left Singapore for this port on the 19th inst., at Noon, and may be expected here on the 25th inst.  
The S.S. "PROMETHEUS" left Singapore for this port on the 20th inst., and may be expected here on the 26th inst.

For Freight, apply to  
**BUTTERFIELD & SWIRE,**  
AGENTS O. S. S. Co.

Hongkong, 21st October, 1901.

## CHINA NAVIGATION CO., LIMITED.

FROM	STEAMERS	TO
SHANGHAI AND CHINKIANG	"KAIGAN"	On 24th October.
SHANGHAI	"WOOSUNG"	On 28th October.
TIENSIN	"KWEIYANG"	On 9th November.
MANILA	"CHANGSHA"	On 10th November.

ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.  
The attention of Passengers is directed to the superior accommodation offered by this steamer, which is fitted throughout with Electric Light. A daily qualified Surgeon is carried.  
For Freight or Passage, apply to  
**BUTTERFIELD & SWIRE,**  
AGENTS.

Hongkong, 21st October, 1901.

## REGULAR STEAMSHIP SERVICE TO NEW YORK

PROPOSED SAILINGS FROM HONGKONG:	TO
"SATSUMA"	On 28th October.
"KURDISTAN"	On 5th November.
"LENNOX"	On 20th November.
"RICHMOND CASTLE"	End of November.
"ORONSAY"	
"HILLOREN"	
"LOWTHER CASTLE"	

For Freight and further information, apply to  
**DODWELL & CO., LTD.,**  
Agents.

Hongkong, 24th October, 1901.

## CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE  
ATCHESON, TOPEKA AND SANTA FE  
RAILROAD CO.

PROPOSED SAILINGS FROM  
HONGKONG TO SAN DIEGO  
AND SAN FRANCISCO,  
VIA INLAND SEA OF JAPAN AND  
HONOLULU.

TAKING CARGO AND PASSENGERS  
TO JAPAN PORTS AND  
HONOLULU.

THE UNITED STATES,  
MEXICO, CENTRAL AND SOUTH  
AMERICA, &c.

S.S. "STRATHGYLE" On 30th October.  
S.S. "KARVEN" On 1st December.  
S.S. "TITRA" On 20th December.

THE Steamship "STRATHGYLE" will be despatched for SAN DIEGO and SAN FRANCISCO VIA MOI, KOBE and YOKOHAMA on WEDNESDAY, the 30th October.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to  
**BUTTERFIELD & SWIRE,**  
Agents.

Hongkong, 24th October, 1901.

## THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

TRANS-PACIFIC SERVICE  
TO  
VICTORIA (B.C.), SEATTLE AND  
TACOMA.

THE Steamship  
"OOPACK"  
383 Tons, Commander J. Barber, is due here on 4th November, and will have quick despatch.

For Rates of Freight and further Particulars, apply to  
**JARDINE, MATHESON & CO.,**  
Agents.

Hongkong, 24th October, 1901.

## SHEWAN TOMES &amp; CO'S NEW YORK LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship  
"ADANA"  
will be despatched for the above port on or about 5th November, 1901.

To be followed by the Steamship  
"ASAMA"  
on or about 15th December, 1901.

For Freight, apply to  
**SHEWAN, TOMES & CO.**  
Agents.

Hongkong, 21st October, 1901.

## THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR KOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship  
"ANFING MARU"  
will be despatched for the above ports on WEDNESDAY, the 6th November, at DALLAGER.

For Freight and Passage, apply to  
**THE MITSUI BUSSAN KAISHA,**  
Agents.

Hongkong, 24th October, 1901.

## THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR KOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship  
"ANFING MARU"  
will be despatched for the above ports on WEDNESDAY, the 6th November, at DALLAGER.

For Freight and Passage, apply to  
**THE MITSUI BUSSAN KAISHA,**  
Agents.

Hongkong, 24th October, 1901.

## VESSELS ON THE BERTH

## U. S. MAIL LINES

## PACIFIC MAIL S.S. CO. OCCIDENTAL &amp; ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE

VIA

THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

## PROPOSED SAILINGS FROM HONGKONG.

"DORIC"	TUESDAY,	29th October,	at Noon.
"PERU"	TUESDAY,	12th November,	at Noon.
"CORTIO"	WEDNESDAY,	20th November,	at Noon.
"CITY OF PEKING"	SATURDAY,	7th December,	at Noon.
"GAELIC"	SATURDAY,	14th December,	at Noon.
"CHINA"	TUESDAY,	31st December,	at Noon.

THE O. & O. S.S. Co.'s Steamship "DORIC" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 29th October, at Noon, taking Freight for Japan, the United States and Europe.

Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct lines.

Particulars of the various routes can be had on application.

Special Rates (first class only) to European Ports, are granted to Missionaries, members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service officials located in Asia, and to European officials in the service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are granted to Missionaries, members of the Naval and Military Services, and to Consular and Diplomatic officials of Governments of China and Japan.

RETURN PASSAGE.—Passengers who do not hold round-trip tickets but who have paid full first-class fare from ports of call in the Orient to the United States, Canada or Europe, and re-embark at San Francisco or Honolulu for the return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare, San Francisco or Honolulu, to original port of embarkation.

Passengers who do not hold round-trip tickets but who have paid full-class fare from the United States, Canada or Europe, to a port of call in Japan or China and re-embark at such port of call for return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare to San Francisco or Honolulu.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or Parcel (valued at \$100 gold or over) destined to points beyond San Francisco in the United States, should be sent to the Companies' Office, addressed to the Collector of Customs, San Francisco.

Merchant's Invoice will be sufficient for Cargo or Parcel (each shipment) when the value is less than \$100 U.S. gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

## THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR ANPING (VIA SWATOW AND AMOY).

THE Company's Steamship  
"MAIDZURU MARU"  
will be despatched for the above ports on WEDNESDAY, the 30th October.

For Freight or Passage, apply to  
**THE MITSUI BUSSAN KAISHA,**  
Agents.

Hongkong, 17th October, 1901.

## COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTES FRANCAIS.

NOTICE.

STEAM FOR  
SAIGON, SINGAPORE, BATAVIA,  
COLOMBO, BOMBAY, ADEN, EGYPT,  
MARSEILLES, MEDITERRANEAN  
AND BLACK SEA PORTS,  
LONDON, HAVRE, BORDEAUX,  
ALSO

PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 4th November, 1901,  
at 1 P.M., the Company's Steamship  
"SALAZAR," Captain Albert, with Mails,  
Passengers, Specie and Cargo, will leave this port for MARSEILLES via BOMBAY.

This Steamer connects at COLOMBO with the S.S. *Armand Behre*, which vessel take on her Passengers and Mails leaving that port on the 16th November direct to Suez, Port Said and Marseilles.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M. on the 3rd November. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.

For further particulars, apply at the Company's Office.

P. DE CHAMPMORIN,  
Acting Agent.

Hongkong, 23rd October, 1901.

## FOR NEW YORK.

THE 3/4 A II American Ship  
"MANUEL LLAGUNA"  
will load during October, sailing about 25th October.

For Freight, apply to  
**SHEWAN, TOMES & CO.**  
Agents.

Hongkong, 11th July, 1901.

## APOL &amp; STEEL

A Specially Prepared Preparation.  
Solely for the treatment of  
Gout, Rheumatism, Gravel, etc., etc.  
Sold by  
**A. & WATSON & CO., LTD., HONGKONG.**  
Representatives  
MARTIN, Street, SOUTHAMPTON, ENGLAND.

Hongkong, 11th July, 1901.

## NOTICES TO CONSIGNEES

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"SUISANG,"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on-board after Noon, the 23rd instant, will be landed at Consignees' risk and expense into Godowns at EAST POINT.

No Fire Insurance will be effected. Bills of Lading will be countersigned by JARDINE, MATHESON & CO., General Managers.

Hongkong, 19th October, 1901.

STEAMSHIP "ANNAM."

COMPAGNIE DES MESSAGERIES MARITIMES.

CONSIGNEES of Cargo from London and Havre ex s.s. *Pei Ho*, and from Bordeaux ex s.s. *Ville de Lorient* and *Ville de Marseille* in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, TO-DAY, the 21st inst., requesting it to be landed.

Bills of Lading will be countersigned by the Undersigned, Goods remaining unclaimed after MONDAY, the 22nd instant, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 23rd inst., or they will not be recognised.

All damaged packages will be examined on MONDAY, the 23rd inst., at 3 P.M.

No Fire Insurance has been effected.

P. DE CHAMPMORIN,  
Acting Agent.

Hongkong, 21st October, 1901.

## NOTICE TO CONSIGNEES.

FROM MIDDLESBRO, LONDON AND STRAITS.

THE Steamship

"PEMBROKESHIRE."

Captain Kennedy, having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 26th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 26th inst., at 2 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by SHEWAN TOMES & CO., Agents.

Hongkong, 19th October, 1901.

## HONGKONG.

STEAMERS.

Ailsa Craig, Brit. str., 2,100, Robertson, Oct. 20.

Amur, Maru, Jap. str., 1,058, Atsumi, Oct. 23.

Mitsui Bussan Kaisha

Australian, British str., 3,000, Helms, Oct. 22.

Gibb, Livingston & Co

Benmore, British str., 1,935, Wallace, Oct. 16.

Gibb, Livingston & Co

Byrd, Norwegian str., 771, Carlsen, Oct. 9.

Sander, Wieler & Co

Cebu, Amr. str., 618, Inchevarri, Sept. 29.

Brandao & Co

Chas. Rogers, Brit. str., 1,292, Smith, Sept. 8.

Japanese

China, German str., 1,113, Krehlen, Oct. 20.

East Asiatic Trading Co., Ltd.

Chowfa, German str., 1,955, Musing, Oct. 20.

Melchers & Co

Choyang, British str., 1,194, Bowker, Oct. 22.

Jardine, Matheson & Co

Decima, German str., 794, Schlaikier, Oct. 22.

Siemens & Co

Derwange, Ger. str., 1,657, Textor, Oct. 16.

Butterfield & Swire

Dorigne, French str., 3,723, Vedene, Oct. 18.

Messageries Maritimes

Doris, British str., 4,573, Smith, Oct. 18.

O. & O. S. S. Co

Elocan, Amr. str., 510, Altonaze, Sept. 3.

Brandao & Co

Emerald, British str., 966, McGinty, Oct. 20.

Shewan, Tomes & Co

Fooksang, British str., 901, Anderson, Oct. 18.

Jardine, Matheson & Co

Hanoi, French steamer, 768, Merles, Oct. 21.

A. R. Marty

Hinsang, British str., 1,536, Lake, Oct. 22.

Jardine, Matheson & Co

Hitachi Maru, Jap. str., 3,829, Butler, Oct. 23.

Nippon Yusen Kaisha

Hongmoh, British str., 2,555, Dawson, Oct. 22.

Chinese

Independent, German str., 871, Holtz, Oct. 18.

Sander, Wieler & Co

Kagoshima Maru, Jap. str., 2,731, Kori, Oct. 10.

Nippon Yusen Kaisha

Kalgan, British steamer, 1,158, Speed, Oct. 18.

Butterfield & Swire

Kohichang, German str., 1,291, Louas, Oct. 23.

Butterfield & Swire

Laertes, British str., 1,343, Sawyers, Oct. 22.

Butterfield & Swire

Loyal, German str., 1,096, Weidlich, Oct. 15.

Sander, Wieler & Co

Michael Jensen, Ger. str., 710, Jensen, Oct. 23.

Jensen & Co

Nessa, British steamer, 1,361, Peart, Oct. 21.

Mitsui Bussan Kaisha

Pax, Belgian steamer, 1,297, Damster, Oct. 23.

Melchers & Co

Penhokeshire, Brit. str., 2,769, Kennedy, Oct. 19.

Shewan, Tomes & Co

Perla, British str., 1,234, McArthur, Oct. 22.

Shewan, Tomes & Co

Progress, German str., 687, Meyer, Oct. 23.

Siemens & Co

Radnorshire, Brit. str., 1,889, Bindloss, Oct. 18.

Shewan, Tomes & Co</



